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# Hongkong Daily Press.

ESTABLISHED 1857.

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No. 14,716 號六十六百七千四萬一第 日六初月五年壹十三緒光 HONGKONG, THURSDAY, JUNE 8th, 1905. 四拜禮 號八月六年五零百九千一英港香 PRICE, \$3 PER MONTH.

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Turkish Bath.

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THE HONGKONG DISPENSARY.  
[a1342]

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Distillations of the  
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Hongkong, 1st March, 1905.

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Hongkong, 9th May, 1905. [a1188]

NOTICE.

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Public.  
Hongkong, 9th March, 1905. [a660]

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Hongkong, 7th June, 1905. [a37]

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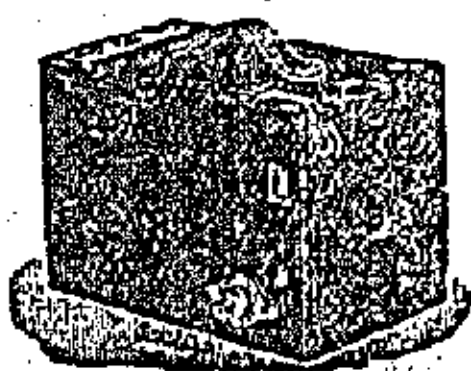
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Hongkong, 15th August, 1904. [a39]

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CURE INDIGESTION AND ALL STOMACH AND  
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Hongkong, 9th May, 1905. [a36]

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[a34]

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Hongkong, 27th May, 1905. [a1299]

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[a1612-2]

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[a71]

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Private Bar and Billiard-Rooms.  
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Electrically Lighted. Electric Fans (if  
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Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

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Hongkong, 10th June 1902. [a1061]

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Special Rates for Tourists.  
Luncheon Service for Guests.  
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Hongkong, 31st October, 1902. [a48]

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Cool Rooms. Comfort of Residents, and the  
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Hongkong, 7th October, 1904. [a94]

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In the Centre of the Praya Grand.

Both Hotels under experienced European  
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Every Comfort and Convenience for Residents  
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WM. FARMER,  
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[a1347]



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ALEXANDRA BUILDINGS.

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Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Pagan. Codes: A.B.C. 6th Ed. Lieber's P.O. Box 33. Telephone No. 12

HONGKONG OFFICE: 14, DEE YU ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 8th, 1905.

The effects of the examination system which has for ages been in force in China, and which has had much to do with the formation of the Chinese intellect, are well worthy of consideration by those at home who pin their faith upon a mode of procedure now rapidly approaching that of the Chinese. It is somewhat curious that, while our educational authorities have for years been discussing the effects of forced examinations, with the result that some of the best experts have been disposed to denounce the system as pernicious and mistaken, it does not seem to have occurred to anyone to refer to the great object lesson on this subject, which is presented by what has been produced in China by persistent adherence to this very method. The Chinese mind affords a very useful illustration of the effects, both for good and for evil, which such a system is calculated to produce. In China the test of severe examination for scholastic degrees has been carried to lengths never dreamt of in any other part of the world, and the whole course of Chinese education is based upon the highest cultivation of the faculty of most value under such circumstances, that namely of accurate, but perfunctory memory. Those who have had to do with the more educated Chinese have, indeed, been astonished at the powers which they possess in this respect. An instance is mentioned where a European who was studying Chinese translated roughly to his "Teacher," as an exercise, about a column of the newspaper report of a legal case which was attracting some attention at the time, and on his asking his teacher whether he had understood it, the teacher replied in the affirmative and, to the pupils astonishment,

in lieu of giving a summary, repeated sentence by sentence what had been blunderingly translated to him—and did so as a matter of course, evidently attaching no importance to his ability to perform such a feat. This faculty of memory, invaluable no doubt, in certain directions, is probably to some degree hereditary with the Chinese, and is strengthened by the immense amount of mere learning by heart, which forms the staple of their intellectual training. Something, of course, must be allowed for their individual character, but, in the main, the extraordinary powers of memory which the Chinese possess are, no doubt, due to education. We thus have in them a very good indication of what may be expected from a method of teaching which makes constantly increasing demands upon the mere powers of memory, as, there can be no question, has been the tendency of the examination system which has of late years been so much pressed forward in England, despite the warnings of men like MATTHEW ARNOLD who were fully alive to its shortcomings. The ultimate effect of such a system is to crush out individual thought and to bring the intellectual development of a country to something like a dead level—such as, indeed, is very generally found among the Chinese, who are proverbially lacking in anything approaching originality. The wonder is, perhaps, that they are able to retain as much initiative as they have and that everything like an original idea has not been educated out of them. It is not surprising that we seldom find a Chinaman rise to any height upon any given subject out of his ordinary range. He is quite content to go by precedent or authority and seldom troubles to test principles for himself. On the other hand, he rarely falls below an average level; and in many of the practical walks of life, he can hardly be surpassed. In method and discipline there are few equal to him; and here his accuracy and powers of memory stand him in good stead; but in anything requiring to be dealt with independently of precedent, the Chinaman usually fails. It is from this shortcoming that the Chinese have, during the many years they have been in contact with Europeans, been able to turn the knowledge they have had opportunity of acquiring to so little account. In ordinary business matters they have certainly shown powers of adaptation and organisation of no mediocre kind; but in political affairs, where a higher mastery of principles is required, they have learnt very little from their intercourse with foreign nations; and, indeed, many of their most astute statesmen show themselves still unable in any way to understand them. It has been usual to put this down to the natural conservatism of their nature; but it may be questioned whether, in this view, the cause is not mistaken for the effect; and whether the truth is not that the Chinese are not so much wedded to the past for its own sake, as because their habit of mind makes it difficult for them to set aside their traditions and grasp the fact that new principles have to be applied to changed circumstances.

This tone of mind is certain to be produced where education runs too much in the direction of mere mastery of certain subjects by rote, and there is reason to fear that something of this kind is actually being induced by the cramming system so much resorted to of late years at home, and that there is a danger that the powers of original and independent thought may be crushed out by forced exercise of memory on facts and formulas necessary to pass examinations in special subjects, which, in nine cases out of ten, are of little use in after life, and ill repay the labour that is spent upon them. In one respect the Chinese system is really better than the cramming system which has so much come into vogue at home. The Chinese at least exercise their memory upon what, according to their lights, is the best it can be employed upon, that is in mastering their classical literature—while, at home, the whole powers of the pupil's mind are exhausted in acquiring a parrot knowledge of a variety of subjects in a form which is designed not to afford any useful mastery of them, but merely to make a show at an examination. It is a subject of congratulation that some of the best authorities seem at last likely to obtain a hearing, and that the new Rules and Regulations which have been recently framed for the public schools are based upon a more rational foundation. In an article upon them contributed by Mr. CLODBLEY BRETON to the *Fortnightly* he says:—"The old bad ideal, that has so long dominated our schools, of the accumulation of facts—of turning the child into a miniature encyclopaedia, or rather dictionary

of disconnected data, is banished in favour of the far truer conception of the assimilation of principles. . . . In a word, the cultivation of the memory is superseded by the cultivation of the pupil's powers of perception, reasoning and imagination." It may be hoped that this new departure will be adhered to, and that a stand has at last been made against a mode of education the pernicious effects of which are strikingly shown by the results which have been produced in China by adhering to a system which is essentially similar to that so pointedly condemned by Mr. BRETON.

Total plague cases reported to date, 125.

A fatal case of cerebro-spinal meningitis is reported to have occurred in London last month.

The Meeting of the Legislative Council has been postponed to Thursday, 15th instant, at 2.30 p.m.

Mr. Joseph Rowe, 2nd officer of the s.s. *Thyro*, desires us to publish his earnest denial that he was ever asleep on watch, as alleged by a defendant in a recent action.

A meeting of the Singapore Chinese Christian Association recently decided "That this House considers that the time has come for the Manchu Government to cease to rule China."

According to the *Freudenblatt*, Dr. Dumba, the Austro-Hungarian Minister in Belgrade, will shortly leave his post, and be replaced by Baron Czikan, the Austro-Hungarian Minister in Peking.

The *Singapore Free Press* reports that a European quartermaster on the P. & O. mail steamer *Chusan* met with a fatal accident on May 25th. A heavy block fell on his head and fractured his skull. He was taken to the General Hospital and died shortly after admission.

Messrs. Benjamin, Kelly & Potts were yesterday advised by telegraph that Messrs. S. C. Farnham Boyd & Co., Ltd. (Shanghai), have declared a Final Dividend of 8 pence per share (making 13 pence for the year), transferred 100,000 to Reserve Fund, and carried forward 100,000.

The interminable discussion which has been taking place between the Chinese authorities and the Peking Syndicate in connection with the Tse Chow-Tsaoow railway, and the iron mines within their concession area, promises, says the *Peking Times*, to come to an end very shortly, with the signing of the contract.

Advertisers and other correspondents are reminded to take note of the usual instructions for addressing their communications. They are respectfully reminded of the importance of addressing letters intended for Business Department, Advice, &c., to the MANAGER, and those for the Editorial Department only to the EDITOR.

Inspector Macdonald charged a coolie before Mr. G. N. Orme at the Police Court yesterday with house-breaking at Yau-mat. The defendant entered a house in Temple Street during the absence of the residents, and got away with money and promissory notes to the value of \$201. He was found guilty and sentenced to four months' hard labour and six hours' stocks.

In the course of an address to the troops at Strauburg, the Kaiser is reported to have said, "My son Adalbert told me that the Russian officers bought all the champagne that was procurable at Kiao-chau." "Young soldiers," urged the Kaiser, "must be exercised as much as possible, and in that case will be glad of a rest instead of indulging in enervating pleasures."

Three of the crew of the sailing ship *Decean* were charged before Mr. F. A. Hazelard at the Police Court yesterday with assaulting the Chief Officer. The complainant, it appears, ordered the men to furl the sails during a shower. They refused, and on his pressing his order they set upon him. The first and second defendants were each sentenced to one month's hard labour, while the third was discharged.

The *Sheffield Daily Independent* of May 4th publishes a long article describing two new inventions—two new steels that have remarkable qualities. "Vapor Steel," to be exported at about 35 to 40 cents per lb., is an air-hardener for high speed tool manufacture. The Sheffield Steel Makers, Ltd., have also a water-hardening tool steel of such marvellous qualities that we feel shy about quoting the reports of its performances.

We wonder if this story will be new to the distinguished author of a recent lecture on Irish characteristics. It is attributed to Baron Dowse, the celebrated Judge. "I was down in Cork last month holding assizes. On the first day, when the jury came in, the officer of the Court said—'Gentlemen at the jury, you'll take yer accustomed places, if ye please.' And may I never laugh," said the baron, "if they didn't all walk into the dock."

#### ADMIRAL SIR GERARD NOEL.

Sir Gerard Noel having been created a Full Admiral yesterday, hoisted his new flag for the first time, on H.M.S. *Glory*. Warships in port saluted the Admiral. The *Ocean* and *Centurion* left for home yesterday forenoon amid loud cheering from their less fortunate comrades.

Mr. Thomas Giles, better known as "Gellino, the musical wa," of Harrold's Circus, died of small-pox at Bangkok, on the 14th May. Whilst the Circus was in Bangkok his wife, Mlle. Onra, was taken ill and had to be removed to the hospital. Gellino remained behind when the Circus left, in order to attend to his wife, but contracted small-pox whilst she was progressing towards recovery. Mr. Giles, who was a native of Edinburgh and 45 years of age, leaves a widow and five children.

Lance-Sergeant Pitt of the Water Police gallantly rescued a Chinaman from drowning in the Harbour on Monday last. As a launch towing a sloop was going alongside the s.s. *Zafiro* the passengers on board the sloop made a rush to board the launch. One man, losing his footing fell into the water and was sinking a second time when he was grasped by the plucky sergeant, who had taken a header from the Police platoon and swam to his assistance. He was kept afloat until the launch hunted the rescuer and rescued on board. No doubt, the authorities will take suitable notice of this brave act, which was the means of saving the Chinaman's life.

The *Englishman* does not consider that the servant problem in India will be solved by the importation of Chinese. Europeans who have gone from India to the Far East have always lamented the absence of Indian servants. It is a common custom in India for masters to entrust large sums of money to the custody of their servants. The officers of Indian regiments, now located in China, it appears, have suffered severely owing to their having carried this habit into places like Hongkong and Shanghai. The Anglo-Chinese papers are full of complaints as to the absolute dishonesty of the majority of servants in the country, and suggest that it is possible to pay too highly for clean and efficient service.

The third volume of the German General Staff's history of the South African war brings the narrative of events up to the end of Lord Roberts's command, and summarises the tactical lessons to be derived from the first year of the campaign. It thus sums up its judgment on Lord Roberts's great march to Pretoria:—"Within four weeks, which included a ten days' halt at Kroonstad, Lord Roberts's troops accomplished a march of 250 miles through a country ill-supplied with water, roads or provisions; during this time they were continually fighting, their subsistence was precarious, and their communications insecure. It is a performance which bears eloquent testimony to the leader's energy and to the endurance and self-sacrifice of his troops; and it is one which will always be memorable in military history."

The *Standard's* St. Petersburg correspondent is informed that very startling evidence has been given before the Commission on the circumstances attending the surrender of Port Arthur. The evidence, so far as he can gather, has been uniformly of an unfavourable character for General Stosel. It has been declared by those who served under him that he rarely went to the front, but devoted his principal energies to enriching himself. Unfortunately, Mmes. Stosel has not escaped censure. It is declared that the wife of the Commander-in-Chief owned 40 cows, which were fed on bread while the garrison were on short rations. The milk from these cows was sold at the rate of two shillings a bottle. One officer stated that he gave three pounds ten shillings for a turkey which he purchased from General Stosel. The report that Stosel was condemned to be shot still circulates.

Sir John Wolfe Barry, presiding over the half-yearly meeting of the Eastern Extension Australasia and China Telegraph Co. (Ltd.), said the gross receipts for the half-year amounted to £331,788, as against £285,259 for the corresponding period of 1903. This was owing to the greatly increased trade in Japan and China. A year ago there was much perturbation amongst ocean telegraph companies on account of wireless telegraphy. At that time he assured the shareholders that they were alarming themselves unnecessarily and subsequent events had proved him correct. Another good thing he had to announce was the fact that the proposed German and Dutch Far Eastern Telegraph Company with which they had been threatened and which was to have been subsidised by the Governments of those countries, had now been definitely shelved by an understanding with this company. It was proposed to pay a dividend of 2s. 6d. per share and a bonus of 4s. per share, making, with the interim dividend, 7s. per cent. for the year. The Marquis of Tweeddale seconded the report, which was adopted.

#### CREW OF "OLDHAMNIA" AT HONGKONG.

The crew of the s.s. *Oldhamnia* arrived here yesterday by the Douglas s.s. *Haicheng*. On the 18th May, in the southern end of the Formosa Channel the steamer encountered the Russian fleet. She had a cargo of kerosene in cases from New York, the ship having cleared for Hongkong, though she was proceeding to Japan. The three officers, three engineers, two apprentices and 21 others were taken off by the Russians on the 19th May and put on board the Russian converted cruiser *St. Petersburg*. The captain, chief engineer, and steward were taken to another ship, and those taken to the *St. Petersburg* do not know what became of them, but think they must have been put on some Japan bound vessel. The first part of the crew were kept on board the *St. Petersburg* till the 4th June when they were put on the Indo China s.s. *Waiding* which brought them to Swatow. The officers of the *St. Petersburg* before they left her said the ship no longer existed.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

### NEW FRENCH FOREIGN MINISTER.

LONDON, 7th June.

M. Delcassé has now definitely and finally thrown up the portfolio of the Foreign Office, owing to dissatisfaction following the Morocco incident.

M. Rouvier, the recently elected President of the Chamber, succeeds him; and it is thought probable that M. Rouvier's appointment will prove to be a permanent one.

### PRINCE VON BUELOW.

LONDON, 7th June.

Count von Buelow has been made a Prince by the Emperor of Germany.

### THE GERMAN WEDDING.

LONDON, 7th June.

The marriage ceremony of the Crown Prince of Germany to the Grand Duchess Cecilia passed off without a hitch yesterday.

### NORWAY AND SWEDEN.

LONDON, 7th June.

It is expected that the Norwegian Senate will within a few days sever the union with Sweden.

### FATAL HURRICANE IN NATAL.

LONDON, 7th June.

It is reported that during a severe hurricane in Natal, a reservoir burst, and 440 people were killed.

[REUTER'S SERVICE.]

### GERMANY AND JAPAN.

LONDON, 5th June.

The Kaiser has conferred the order of the Red Eagle, second class, on Count Its, and the order of the Crown, first class, on Director Saito.

### BATTLESHIPS IN COLLISION.

LONDON, 5th June.

On Saturday night the Channel Squadron struck a dense fog off Dover. The *Oscar* collided with the merchant ship *Affghanistan*, which sank with the loss of 18 hands. The *Triumph* collided with the *Swiftsure*, the latter being badly damaged. The *Triumph* and the *Oscar* were only slightly damaged.

### THE CANTON MURDER CLAIM.

THE AMERICAN GOVERNMENT COMPENSATES THE WIDOW.

On Tuesday, June 6th, the widow of the murdered No. 3 Comptroller of the B. & S. steamer *Kanaw* was to receive \$3,000 Mex. from the American Government, through the Consul, General Lay.

This was the full amount claimed by the woman, whose husband was drowned by some unidentified member of a shore-party of American sailors from the *Hetena*, on September 28th, 1904. The affair caused a painful sensation at the time, Chinese comments being particularly bitter. Although the American Government failed to fix the guilt on any individual for punishment, it is now hoped that the Chinese may recognise that Western justice is not a negligible quantity.

### TREES AND RAINFALL.

The following letter appeared recently in the *Singapore Free Press*:—"Observer," evidently had not observed the changes at Aberdeen.

Sir—I was taken for a drive round about Singapore the other day. A few things struck me. One, the excellence of the roads. Another, the fact that the present Municipal authorities are doing their best to spoil them.

On passing Keppel Harbour, the road in many places resembled the "Sloagh of Despond." These spots were being most carefully watered.

Another thing I could not help observing, and that was the wholesale cutting down of timber that has taken place. The whole climate of this place will be altered if this is allowed to go on and, needless to say, the rain-fall will be diminished. Hongkong is doing her best to increase her timber and thereby her rainfall. Which is right?—OBSERVER.

## THE WAR.

[REUTER'S SERVICE.]

### THE PROSPECTS OF PEACE.

LONDON, 5th June.

The Italian Minister in Washington after a prolonged conference with Count Cassini on Saturday conferred with President Roosevelt; and M. Takahira was then summoned from New York. A prolonged interview took place with Mr. Roosevelt. M. Takahira stated afterwards that there could be no progress until St. Petersburg was heard from. According to the *Standard*, the American Ambassador in St. Petersburg reports that this is not likely to be for a fortnight, till the present excitement has subsided; but, with reserve, he opines that prospects are hopeful.

### RUSSIANS INTERNED AT MANILA.

LONDON, 5th June.

The internment of the Russian Warships in Manila has been ordered.

### COMPRADORE CHARGED WITH PERJURY.

The hearing of the case against Shi Tat Teoi, compradore to the Hongkong, Canton and Macao Steamboat Co., who stands indicted on the charge of making two contradictory statements of fact material to an issue in Action No. 104 of 1904 in the Supreme Court, in his evidence taken before the Registrar of the said court on an inquiry for an account, was continued before Mr. F. A. Hazelard at the Police Court yesterday.

Mr. H. N. Ferrers (instructed by Mr. O. D. Thomson) prosecuted, and Mr. C. F. Dixon (of Mr. J. Hastings's office) appeared for the defendant.

Li Hong-Mi declared.—I am assistant Chinese interpreter of the Supreme Court. I remember the case between Chin Hop Lam and the present defendant, in which an enquiry was held before the Registrar, at which I acted as interpreter. Defendant gave evidence in the Cantonese dialect, and I correctly interpreted the questions put to the defendant and also his answers.

In cross-examination—I interpreted in this matter before the Registrar from 17th April to 16th May last.

After hearing the evidence of arrest, His Worship stated that he was of opinion that a *prima facie* case had been made out against the defendant, and he would, therefore, commit him for trial at the next criminal sessions.

### NEW JAPANESE BATTLESHIP.

On July 4th the new Japanese battleship *Katori*, which will rank as one of the most powerful men-of-war in the world's fleets, will be launched at Barrow-in-Furness. The occasion will be one of unusual interest, as the christening ceremony will be performed by Princess Arisugawa. Her Imperial Highness will be accompanied by her husband.

The new battleship has been ready for launching for some time, but the event has been deferred in view of the coming visit of Prince and Princess Arisugawa. This delay will not in any way retard the completion of the vessel. The *Katori* is of the same size as the *Lord Nelson*, which are under construction for the British Fleet, displacing 16,000 tons of water. The main details of this battleship are:

Length.....420 feet. Mean draught.....27 feet. Beam.....78 feet. Indicated horsepower.....16,000. Coal (normal).....750 tons. Speed.....18 knots. Coal (full).....1,800 tons. Speed.....21 knots. 42in. (45 calibre), in bar. 10 12-pounders and two 6in. (45 calibre), in bar. 12-pounders for landing thick. 14in. (45 calibre), in bar. 12-pounders. 12in. (45 calibre), in bar. 6 Maxim's. 12in. all protected; 10 5.18in. submerged torpedoes will be in a 6in. armoured tube, four on broadside and one aft.

ARMOUR.—The main features of the armour-protection are a complete water-line belt of 9in. thick, tapering aft to 2 1/2ft. thick, and an intermediate belt forming the base of the armoured main deck battery, varying from 6in. to 4in. The conning-tower and the communication-tube will be 6in. thick, and there will also be an observation station of 5in. thickness.

This powerful vessel will, of course, be unable to leave England during the present war. A second Japanese battleship was recently launched at Elswick.

### MORE ABOUT THE BALTICERS.

The captain of the Dutch steamer *Perla* which arrived yesterday, reported that the agent, at Swatow told him that a Russian cruiser had stopped a steamer off Breaker Point and taken 200 tons of coal from her. He knew no particulars.

### RUSSIAN TRANSPORTS AT WOOSUNG.

The P. & O. s.s. *Scotia* from the north yesterday reports that there were six Russian transports at Woosung when the vessel left port.

### CHINESE ON THE RAND.

It is anticipated that by the end of June 50,000 Chinese will be employed in the mining industry, says Lord Milner in a Blue-book just issued containing correspondence relating to labour in the Transvaal mines.

The average preliminary cost of obtaining Kaffirs is £10 10s. per head, whereas the same for a Chinese costs amounts to £16 11s. 3d. And it is cheaper to feed a Kaffir than a Chinaman; the former costs rather less than 6d. per day, while the expense of feeding a Chinaman is nearly double. It is absolutely certain that the mines will continue to employ as many Kaffirs as possible.

A feature of the mining industry in the Transvaal is that the number of white workmen is constantly increasing.



The Consulting Committee and ourselves deciding on the amalgamation scheme I of the company's Capital. Does Mr. Brown suppose that we, being by far the largest holders, would have brought forward any which would not in our opinion benefit the Company? We suppose as shareholders ought to be grateful to Mr. Brown's attitude of protection of our interests strikes us rather as an attitude of obduracy and we consider we are justified in so doing. Mr. Brown has been a shareholder in the Tramway Company for 22 days. After he bought shares, the scheme for the reorganisation of the old and formation of the new was practically decided upon and, in

to the life and limb of a single man on board the ships. As to whether the thing would be straight to the end is into which I will not go here; but would suffice for the gun work. But the of our accuracy is not important. It is told that if these guns fired more than fifty rounds of full charges, they become absolutely dangerous. I know that gun is absolutely safe, and the type that has ever been made of this kind was subjected to the severest tests, and if any flaws in isolated guns have to be they are more in the inner "A" tube, not any danger the whole structure, and of their ultimate usefulness.

JOHN INGLES Rear-Admiral  
London, April 28, 1905.

(Retired). Christian effort in China should be increased, in order to counteract the attitude.

And there the little breeze of Chamberlain was not evicted.

Forecast.—moderate  
showery.

Hongkong, 5th June 1966.















# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 9th June.	
GLASGOW and LIVERPOOL...	"YANGTZE"	On 11th June.	
GLASGOW and LIVERPOOL...	"FOXTON HALL"	On 15th June.	
GLASGOW and LIVERPOOL...	"AJAX"	On 23rd June.	
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 30th June.	
GLASGOW and LIVERPOOL...	"STENTOR"	On 7th July.	
GLASGOW and LIVERPOOL...	"PATROCLOS"	On 14th July.	
GLASGOW and LIVERPOOL...	"KEEMUN"	On 18th July.	
GLASGOW and LIVERPOOL...	"PARKING"	On 18th July.	
GLASGOW and LIVERPOOL...	"ACHILLES"	On 28th July.	

## HOMEWARDS.

FOR	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 8th June.	
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.	
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 20th June.	
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 4th July.	
GENOA, MARSEILLES and LIVERPOOL	"GLAUCUS"	On 18th July.	
LONDON, AMSTERDAM and ANTWERP	"TELEMACHUS"	On 20th July.	
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 1st August.	
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.	
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.	

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 14th June.	
	"KEEMUN"	On 18th July.	

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [9-10]

Hongkong, 8th June, 1905.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"FOOCHOW"	On 10th June.	
SHANGHAI	"KIUKIANG"	On 12th June.	
MANILA	"TEAN"	On 13th June.	

MANILA, ZAMBOANGA, PORT  
DARWIN, THURSDAY ISLAND,  
COCKTOWN, CAIRNS, TOWNS-  
VILLE, BRISBANE, SYDNEY and  
MELBOURNE.  
SWATOW, WEIHAUW, CHEFOO,  
and TIENSHIN.  
• The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified  
Surgeon is carried.  
• Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
• Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [11]

Hongkong, 7th June, 1905.

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI VIA INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN  
CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO	DATE
"NIOCEMIA"	4,370	Wagner	June	26th, 1905.
"NUMANTIA"	4,370	Brehmer	July	16th, 1905.
"ARABIA"	4,493	Metzenheim	August	6th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Points. For through rates of Freight and further information, communicate  
with or apply to  
**ALLAN CAMFRON, GENERAL AGENT.**  
Hongkong, 27th May, 1905. [13]

# IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.  
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places  
in Russia.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
SAILING DATES.

STEAMERS	TO	DATE
ZIETEN	WEDNESDAY	21st June
DAHMSTADT	WEDNESDAY	5th July
SACHSEN	WEDNESDAY	19th July
SCHARNHORST	WEDNESDAY	2nd August
PRINZ HEINRICH	WEDNESDAY	16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	30th August
PREUSSEN	WEDNESDAY	13th September
ROON	WEDNESDAY	27th September
BAYERN	WEDNESDAY	11th October
GNEISENAU	WEDNESDAY	25th October
FRINZES ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUTPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON WEDNESDAY, the 21st day of JUNE, 1905, at Noon, the Steamship  
"ZIETEN," Captain v. Dinzer, with MALES, PASSENGER, SPECIE, and  
CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.  
Shipping Orders will be granted till Noon, on MONDAY, the 19th June. Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 20th June, and Parcels will  
be received at the Agency's Office until Noon, on TUESDAY, the 20th June.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamship has splendid accommodation, and carries a Doctor and Stewardesses.  
Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

Hongkong, 8th June, 1905.

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	JAVA S. Barcham	About 10th June	Freight and Passage.
SHANGHAI	SIMSA F. E. Sammers	About 15th June	Freight and Passage.
LONDON, &c.	BENGAL G. Phillips	Noon, 17th June	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALERMO E. G. Andrews	About 27th June	Freight only.

For further Particulars, apply to

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 8th June, 1905.

# OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
SHANGHAI VIA SWATOW AMOY and FOCHOW	"CLARA JEBSEN"	SATURDAY, 10th June.
TAMSIU VIA SWATOW AND AMOY	"EROTUS"	SUNDAY, 12th June.
ANPING AMOY	"PROMISE"	WEDNESDAY, 14th June.
TAMSIU VIA SWATOW AND AMOY	"THORSTENSEN"	SUNDAY, 18th June.
	"FRITHJOF"	
	H. A. HARALDSEN	

On account of the present state of political affairs, all the Company's new steamers have  
been requisitioned for transport service, and the above-named chartered steamers have been  
secured instead for maintenance of the Company's coastal services. As soon as the state of  
affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8, Des Voeux Road Central.  
Hongkong, 6th June, 1905.

T. ABIMA, Manager.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship

"BENGAL,"

Captain G. Phillips, carrying His  
Majesty's Mails, will be despatched from this Port  
on SATURDAY, the 17th June,  
at Noon, taking passengers and cargo for the  
above ports in connection with the Company's  
s.s. "Britannia," 6,325 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.  
Tea for London (under arrangement), will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "Caledonia," due  
in London on the 30th July, 1905.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.

Hongkong, 5th June, 1905.

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE  
AND PENANG.

Having connection with Company's Mail Steamer  
to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LIGORNO and GENOA,  
also VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE and  
SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and  
MALAGA.)

THE Steamship

"CAPRI"

Captain Belsito, will be despatched as above  
on SATURDAY, the 10th inst., at Noon.  
At Bombay the Steamer is discharging in  
Victoria Dock.  
For further particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & CO.,  
Agents.

Hongkong, 7th June, 1905.

## AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, ADEN, SUEZ  
and PORT SAID.

(Taking Cargo at through rates to the BRAZIL,  
to SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE and  
ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON,"

Captain Seich, will be despatched as above on  
THURSDAY, the 29th inst., P.M.  
This steamer has accommodation for  
passengers, electric light and carries a doctor.  
For information as to Passage and Freight,  
apply to  
SANDER, WIELER & CO.,  
Agents.  
Princes Buildings.  
Hongkong, 2nd June, 1905.

## THE DIRECTORY AND CHRONICLE FOR 1905

Complete Edition ... \$10.00  
Small ... 6.00  
Obtainable at the Hongkong Daily Press Office  
and from the Local Bookellers.

## VESSELS ON THE BERTH

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR  
COAST).

PROPOSED SAILINGS FROM HONGKONG.  
1905.

"MONTROSE" ... 27th June.

"ST. HUGO" ... 15th July.

For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 7th June, 1905.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR  
COAST).

THE Steamship

"KENNEBEC"

will be despatched early in July.  
For Freight & further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department,  
4, Des Voeux Road, Central  
Hongkong, 2nd May, 1905.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS OF  
LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION CO.'s fortnightly  
service hence to CALCUTTA. Sailings  
CALCUTTA for CANN PORTS every fortnight  
For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED  
General Agents for China and Japan.  
Hongkong, 4th August, 1899.

Hongkong, 2nd May, 1905.

## MITSU BISHI DOCKYARD AND ENRIE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 964 "

Width of Entrance on Bottom ... 884 "

Water on Blocks at Spring Tide ... 344 "

DOCK No. 1.

Extreme Length ... 523 feet.

Length on Blocks ... 518 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 76 "

Water on Blocks at Spring Tide ... 274 "

DOCK No. 2.

Extreme Length ... 371 feet.

Length on Blocks ... 350 "

Width of Entrance on Top ... 68 "

Width of Entrance on Bottom ... 58 "

Water on Blocks at Spring Tide ... 92 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and also ELECTRICAL  
WORK.

A LARGE STOCK OF MATERIAL is  
always kept on hand.

THE COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 I.H.P.)  
especially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-  
BOAT CO., LD., is prepared to supply  
ANY QUANTITY OF PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.  
Call Flag W.

J. W. KEW,  
Manager,  
1st Floor, 37, Cross Street,  
Hongkong, 15th June, 1905.

"A perfect beverage, combining Strength  
Purity and Solubility."—Medical Annual.

# van Houten's Cocoa

is  
Unequalled for  
High Quality, Delicious Flavour  
& Digestibility.  
BEST & GOES FARTHEST.

106C-4

## SHIPPING IN PORT.

STEAMERS.

ALDGOATE, British str., 2,208, H. Nicholson, 5th

June, Moji 30th May, Coal.—Mitsui

Bussan Kaisha.

ALADDIN, Norwegian str., 1,987, Olsen, 6th

June, Cardiff 13th April and Singapore

30th May, Coal.—Order.

AMERICA, German str., 3,351, Porzellan, 5th

June, Hamburg and Singapore 31st May,

General.—Hamburg-Amerika Linie.

ANDER RICKMERS, German str., 1,920, H.

Kohn, 3rd June, Bangkok 27th May, Rice,

Melchers & Co.

ARAGONIA, German str., 5,198, F. Schult, 27th

May, Portland 20th April, General.—

Portland and Asiatic S.S. Co.

CAPRI, Italian str., 4,195, G. Bolato, 5th June,

Singapore 30th May, General.—Carlo-

witz & Co.

CHUYEN, Chinese str., 1,177, Chas. Stewart,

1st June, Shanghai 28th May, General.

—Chinese.

CHOYSANG, British str., 1,424, T. W. Solby,

30th May, Shanghai 26th May and Swatow

29th, General.—Jardine, Matheson & Co.

CHUANG, British str., 1,418, Ross Cox, 28th

May, Chinkiang 24th May, General.—

Jardine, Matheson & Co.

CRUSADER, British str., 2,741, F. Brown, 17th

May, Monrovia 7th May, Coal.—Mitsui

Bussan Kaisha.

DAPHNE, Norwegian str., 988, M. C. Bjorness,

3rd June, Karatsu 28th May, General.—

A. Burns.

FEICHIEN, Chinese str., 980, E. Holgar, 5th

June, Shanghai 31st May, General.—

—Chinese.

HANS WAGNER, Danish steamer, 961, J.

Kagera, 5th June, Hamburg 16th May,

General.—Carlowitz & Co.

HELEN, German str., 771, J. Jensen, 2nd June,

Hohow 1st June, Sugar, General and

Cattle.—Jensen & Co.

HOPKINS, British str., 1,327, Jas. M. Hay, 5th

June, Wuhu 31st May, Rice.—Jardine,

Matheson & Co.

IRADAN, British str., 473, Wm. Winch, 23rd

May, Bangkok 15th May, Rice.—North

German Lloyd.



